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The Daily Press.

HONGKONG, APRIL 25TH, 1907.

It is characteristic of the perfection to which seismographic instruments have been carried that the recent series of great earthquakes which have shaken so much of the earth's surface have been marked by the instruments at all the chief seismological observatories of the world. In some cases information of earthquakes has thus been obtained before the news has been obtained in other ways, and by calculation of the distances and intensity of the shocks fairly approximate ideas have been formed of the actual localities of occurrence. Still, after all the seismograph, like wireless telegraphy, lacks the power of indicating direction, so that these guesses, as they still must be denominated, though interesting, are to the seismologist intensely teasing, and afford him no real information that he can utilise. People, even geologists who ought to know better, are always apt to forget that some three-quarters of the surface of our globe is covered by the ocean, and there is no reason to suppose that the fact of any particular portion of our globe being converted by water renders it immune from seismic disturbance. It is of course the fact that the great majority of earthquakes occur along the fringes of the great mountain chains where the load supported by the

interior of the mass forming the nucleus of our earth becomes unequal and under the action of gravity seeks a more stable equilibrium. Although here and there the ocean floor sinks into abyssal depths, and along the edges soundings rapidly increase, the even pressure of the water about decreases measurably the unequal strain, and it is probably safe to assume that for equal areas the ocean floor is less subject to seismic vibrations of great magnitude than the continental lands. Still the great recognised lines of seismic weakness plunge in part under the waters of ocean, and we have many reports from passing ships, that happened to be over the area of disturbance contemporaneously, of the occurrence of great submarine earthquakes. Another very curious and marked feature in the distribution of land and sea is that, if we describe a great circle approximately about England for a centre, we shall find that whereas on the home hemisphere the extent of ocean only exceeds that of land by about one-eleventh, if we take the other hemisphere, with a centre not far from New Zealand, we shall find that the stretch of ocean is, actually, more than eleven times the area of the land; the latter moreover occurring in such widely separated patches as Patagonia, Australia, and the East India Islands, so that there is ample room for almost any number of earthquakes to develop under the ocean without a single human being being by to report the occurrence for the benefit of the curious. One of these missing earthquakes occurred on the 16th or 17th of August last, according as it happened at one side or other of the 18th meridian, and so was almost isochronous with the great Valparaiso shock, with which, indeed it was at first confused. Writing about the quake at the time we remarked on the uncertainty of the actual time of occurrence, a remark, curiously enough, also made in Europe. From the small amount of information in our possession we concluded that the actual earthquake at Valparaiso had happened about 6.45 p.m. while the telegraphic accounts had timed it about 8 p.m. Now it so happened that the instruments at Sicawei registered the beginning of a great earthquake disturbance at 8.20 a.m. which in Valparaiso time was 7.40 p.m. or 20 minutes before the quake actually commenced. Similarly the seismographs at Greenwich registered the beginning at 1.05 p.m. which converted into Valparaiso time and allowing an hour for travel made out that the shock commenced at 7.14 p.m. But a shock then on the spot would have excited attention, yet nothing is said of any preliminary shakings. If we reduce the Sicawei times similarly we would obtain for the distance of Valparaiso a time of about 6.20 p.m., so that, to suit both sets of observations, we must look for a locality somewhat in the middle of the Pacific. Altogether, as Professor MILNE says, the observations, as they stand, make a "jumble" which may be compared with the meeting of waves at the mouths of two opposing estuaries.

It seems that the affair has called the attention of seismologists throughout the world to the possible sources of the double record, and that the matter is to be discussed at the next meeting of the international Seismological Association to take place at the Hague. But this is not the only case of a missing earthquake within the last few months. On the 5th January Sicawei reported an earthquake shock of considerable amplitude as having been registered by its instruments. The vibrations seemed to indicate a distance of some 2,500 miles. There was, of course, no indication of direction, so it might have taken place in the disturbed regions of Siberia or under sea in the Pacific. We generally hear sooner or later of disturbances in northern Asia, but no news seems to have arrived. There is a well known earthquake district extending from the Philippines to Fiji, but even here we generally get news of any more severe disturbance than usual, so that the absence of any report is noteworthy. The observations of Sicawei in this case were confirmed from Tokyo, so that it is more than likely that the Pacific was really the scene. It is known that severe earthquakes have happened in or about the East Indian Archipelago, so that there is no unlikelihood of the occurrence itself, the lack of information is, however, difficult to understand as all these regions are now fairly well settled. Still, however, these occasional reminders ought to teach us how defective are still our records, and how much of the world is still little more than a blank to the scientific collector of statistics. Because we have with in the last five or six years heard more of earthquakes than we

ever did before, there has been a tendency to almost rush into a panic, and proclaim an impending age of disturbance. It is probable, however, that the explanation, in a great part, is to be found in the increased means of reporting seismic disturbances. There is, of course, no reason to disbelieve that outside influences may play a considerable part in leading up to earthquakes; some people have suggested that spots on the sun may even have something to say to them. If we knew all about spots on the sun we might be better able to judge, but at present the sun-spot theory has many burdens to bear, so that momentarily we may dismiss it. The only other astronomical theory that seems to have any foundation seems to be to refer these motions to the different fluctuations of external gravity. The differential pull, for instance, is greater at perihelion than at aphelion, and the difference is not altogether to be measured statically, but the kinetic effect of approach has to be taken note of. But the effect, whatever it is, does not vary from year to year but is practically constant. Still, most of our calculations go to show that earthquakes are rather frequent in or about perihelion. Then again there is little to show that there is another slight maximum when the moon is about perigee, and there certainly is some remote connection between earthquakes and the barometer. Now none of these theories are in themselves absurd, only our knowledge is insufficient to apply them adequately. Unfortunately, we have as yet not elaborated any rational system of earthquake observation. Some writers on the subject have multiplied their calculations till they are formidable from their excess, running into many thousands of pretended observations. With writers of this class, every notice however unskilled, is of equal value, so that the record falls from its very redundancy. For the purpose of establishing general rules one good record of each single disturbance is better than the present system of taking every one to hand; the aim of the investigator should, in fact, be to learn what to reject. A few hundred good observations, say as to the periodicity of earthquake in the southern hemisphere, would be worth more than all the so-called statistics, where every notice irrespective of period or locality is held of equal authority.

The twelfth plague fatality is recorded. The corpse was found on some vacant ground near Kueichung.

The Waiwun is about to memorialise the Throne for the appointment of H.E. San Pachi as Minister to Berlin.

H.E. Liang Ting-fen, Provincial Judge of Hupoh, has telegraphed to the Governor of Hunan, stating the condition of famine in Hupoh, and requesting a supply of rice to relieve the people.

The Chinese Government, on April 18th, paid over fifty-five thousand taels (2) to the British Minister, being the second instalment of the Tibetan indemnity. The third instalment is to be paid towards the end of this year.

The dispute between a Japanese fishing Company in Liaoning and the Chinese fishing guild in Kaiping, is expected to result in diplomatic negotiations. The authorities concerned are now investigating the matter.

A Russo Chinese Mixed Court and a joint police administration are being established at Harbin. Foreign defendants are to be delivered to Consuls to whom they belong, only those of non-treaty countries being tried in the Mixed Court.

The Chinese Board of Agriculture and Commerce has instructed Viceroy and Governors that they should make investigation into the various mines in the provinces and make minute reports so as to prevent foreign aggression on them.

Twenty-five years ago, on the 1st of March, the Masonic Club was instituted in Shanghai, and with ups and downs it exists to-day as one of the flourishing institutions of the place. On April 16th, the occasion of its twenty-fifth birthday, was officially noticed and celebrated by the members being permitted to invite their lady and gentleman friends to an "At Home," during which members and visiters were made free of the premises.

The French Municipal authorities have lately brought up 50 Annamite policemen to reinforce the Garde Municipale at Shanghai. The experiment will be watched with great interest. The men paraded on April 12th, armed with rifles and bayonets at the French Consulate as a guard of honour for H. E. Tsien, Viceroy of Szechwan, and created a very favourable impression, indeed, by their smart appearance.

A War Office statement shows that the total normal strength of the First-Class Army Reserve for the present financial year is calculated at 115,171 men. On October 1st, 1899, the actual strength was 90,153. It is explained that the reserve of some branches of the Army in 1899 was abnormally low, and that the reserve-producing power of the Army under existing terms of service is 1,147 times that under the terms in force in 1899.

Mr. Jas. L. Rogers, U.S. Consul at Shanghai, is being transferred to Havana, and succeeded at Shanghai by Mr. Charles L. Deuby.

A coolie, who used a bamboo as effectively on the head of another, that the latter had to be taken to the hospital to have his injuries dressed, told Mr. Hazland at the Magistracy yesterday that the complainant broke his head himself. The plea did not carry any weight and he was fined \$3.

A visit of the police to a nominally unoccupied house in Hollywood Road on Monday night resulted in five Chinese, described as rogues and vagabonds, being surprised. They had stripped the house of all its fittings. Brought before Mr. Hazland at the Magistracy they were remanded pending the recovery of the property.

Two important events are added to the published programme of the Lusitania Athletic Sports, to be held on May 4th. They are:—22½ yards Flat Race "Scratch" (championship of the Colony). Open to all comers. Post entries. Half mile Flat Race "Scratch". Open to European Sailors, Soldiers and Police. Post entries.

In the House of Commons last month Mr. Bottomley introduced a Bill providing for the closing of public houses on Saturdays and a Bill prohibiting dealings in options, marginal investments, futures, lottery bonds, "bulls," "bears," and other gambling transactions. They were formally read a first time, and Mr. Bottomley, amid loud laughter, put down the second stage for April 1st.

By kind permission of Lt.-Col. Price, D.S.O. and Officers, the Band of the 129th Duke of Cornwall's Own—Bathurst, will play the following programme of music, at the King Edward Hotel, during dinner this (Thursday) evening:—

March "Navajo".....Alstyn
Overture "The Maccabees".....Alstyn
Valse "The Choristers".....Philip
Selection "The Orchid".....Cryll
Clarinet Solo "The Mill in the Black Forest".....L. T. L. L.
Selection "The Vavona".....Messinger
Gavotte "Eunice".....Pardus

The death is announced of Thomas Bailey Aldrich, the well known writer. Thomas Bailey Aldrich was born at Portsmouth, New Hampshire, in 1832. After occupying positions on the staffs of various publications, including the *Illustrated London News*, and acting as a war correspondent during the early part of the American Civil War, he became editor of *Every Saturday* (1865-1874), and later edited the *Atlantic Monthly* (1891-1899). He was the author of many prose and poetical works, a number of which are well known in England.

The Devonport Town Council on March 14th had under review the action taken by the Mayor on the occasion of the recent Royal visit. Alderman W. Hornbrook proposed:— "That this Council desires to place upon record its approval of the course taken by the Mayor with reference to the arrangements for the Royal visit, and to express its high appreciation of the manner in which his worship upheld the dignity of the borough." In doing so he said that during his twenty-five years' experience in that Council they had never had occasion to say a single word against the military, but they had had occasion to do so with regard to the navy on more than one occasion. He hoped it would be the last time the town would be subjected to such an indignity. Alderman Littleton seconded the motion, and the Mayor in acknowledging the vote said he had received letters from all parts of the country approving his action.

The Bendigo lady swimmers held their first carnival there on the 3th ultimo, and several young ladies who were competing were shy of swimming under the eyes of the men. The question of admitting men to the carnival was debated, and it was decided, as a compromise, that single men should be excluded, but that married men, whether accompanied by their wives or alone, might be admitted. No production of marriage certificates was demanded, but young men applying for admission who did not wear a care-worn look were closely questioned. A reporter for a Bendigo newspaper managed to get through the gate. A lady wearing gold-rimmed spectacles approached him. "Are you married?" she asked. "No," said the reporter. "Then you must leave," she said. "But I want to report the carnival," said the reporter. "Ask your office to send a married reporter," was the reply. On the staff of that newspaper there is no married reporter. This was pointed out, but the lady with the spectacles was relentless, and the reporter had to leave.

The *Godown*, in its share market notes, states that during the year ending March 1st the Kiangnan Dock and Engineering Works had in hand 135 ships of 166,963 tons aggregate, besides overhauling 118 vessels and building 19 of sorts. "It is no exaggeration to say that at least 80 per cent. of all this has been lost to the Shanghai Dock Co. And on top of all this misery, which has already brought the Shanghai Dock Co. down to a position of mere existence, comes the news that Mr. Blechhyden, aided by German capital, is on the point of constructing a new dock. This will probably prove the straw that will break the camel's back, and the sooner the shareholders of the Shanghai Dock and Engineering Co. realize their perilous position the better for themselves. Remedy: Apply the surgeon's knife swiftly and cut your capital down by one half. Have one professional Chief Engineer and six or seven Directors, representatives of shipping firms, each drawing an annual fee of £15,500 for their services. If you do not do that you will have to undergo far more serious operations in a year or two."

The Waiwun has been notified by Sir J. Jordan, British Minister of Peking, that in consequence of the great opposition raised by the natives of Lhansi against the working of coal, iron, and other mineral resources in that Province by the Peking Syndicate, the British Consulate is now being compelled to claim suitable money compensation from the Chinese Government to cover their daily loss and that sum will be increased if the dispute cannot be settled between the two parties as early as possible. In reply, H.E. Tang Shao-yi promised to wire to Governor En Shou at Taiyuan advising him to bring the case to a speedy conclusion.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

ANOTHER FRENCH DISASTER.

LONDON, April 24th.
A great fire has taken place in Toulon Arsenal. Thirty workmen have been injured. It is believed that the outbreak is due to incendiarism.

[REUTERS SERVICE.]

FRANCE AND MOROCCO.

LONDON, April 22nd.
The *Standard* states that the Sultan of Morocco has agreed to all the French demands presented on the 23rd ult.

TROUBLE IN CAIRO.

LONDON, April 22nd.
The correspondent of the *Standard* at Cairo wires that a tram strike there has led to serious rioting; the cars, while running, were attacked by the lower classes, and much damage done. The British troops have been ordered to be in readiness, and will patrol the streets to-day.

Reuters correspondent in Cairo wires that there has been no car strike, only a strike of the cabdrivers, which is now ended. The cabdrivers assisted the mule to wreck the tramcars.

THE STRAITS LOAN.

LONDON, April 22nd.
The Straits loan, referred to on the 20th inst., has been issued in the form of five year Bonds, convertible at the option of the holders at any time during currency of the Straits 3½ per cent. inscribed stock. The issue price is 99. Shareholders of the Dock Co. will have preferential allotment.

THE JAPANESE SQUADRON AT GIBRALTAR.

LONDON, April 22nd.
The Japanese fleet is being feasted at Gibraltar, and hospitalities exchanged.

COXSAIN'S CERTIFICATE SUSPENDED.

LONDON, April 22nd.
Yesterday the Marine Magistrate (Commander Basil E. H. Taylor, R.N.) enquired into the circumstances of the collision between the licensed steam launch *Hoi Fong* and cargo boat No. 478 in the harbour on Monday last, and finding the coxswain of the launch to blame, suspended his certificate for three months.

THE POKFULUM MURDER.

At the Magistracy, yesterday, before Mr. Hazland, the hearing of the charge of murder against Cheung Tai was continued. It will be remembered that the prisoner is accused of murdering his partner—both Yim Hung and the deceased were gardeners—in the matted which they jointly occupied on the Pokfulum Road. Accused was said to have used a chopper with such ferocity that Yim Hung expired a few minutes after the other members of his family appeared on the scene. Cheung Tai also turned his attention to the little son and daughter of the deceased, and as a result of the injuries received, the boy died a fortnight later. The case was adjourned.

AGGRESSIVE NATIONALISM.

The action of the Education authorities of Cardiff in insisting upon the compulsory teaching of the Welsh language in the schools under their control is not a pleasant feature of the growing spirit of aggressive nationalism that is now to be witnessed in different parts of the world. Just as the Magyars in Hungary are trying to force their awkward language upon all the various races that compose the population of the eastern half of the Austrian Empire, so the Welsh in Wales and the Irish in Ireland are trying to build up new nations by compulsory insistence upon old language tests. The prospect is not agreeable, for there is nothing that so greatly divides peoples as a difference of language, and that unity of hearts which Mr. Gladstone used to preach will become impossible if we are to have within the compass of the United Kingdom a diversity of tongues. Happily, the Scots have no distinctive language, if we exclude Gaelic, which only Highlanders speak; but there is a unfortunate movement among a section of the Scottish radicals to demand a form of Home Rule for Scotland. As a concession to that demand, the Prime Minister intends to propose shortly that Scottish Bills should all be referred to a Scottish Grand Committee. The experiment is one of doubtful prudence. At present the onlylingualism of the Kingdom appears to gain by this aggressive nationalism; but the time may come when even John Bull's complacency will be disturbed, and it will be a bad day for Scotland and Ireland and Wales when the cry is raised, "England for Englishmen." *Daily Graphic*.

The Waiwun has been notified by Sir J. Jordan, British Minister of Peking, that in consequence of the great opposition raised by the natives of Lhansi against the working of coal, iron, and other mineral resources in that Province by the Peking Syndicate, the British Consulate is now being compelled to claim suitable money compensation from the Chinese Government to cover their daily loss and that sum will be increased if the dispute cannot be settled between the two parties as early as possible. In reply, H.E. Tang Shao-yi promised to wire to Governor En Shou at Taiyuan advising him to bring the case to a speedy conclusion.

SUPREME COURT.

Wednesday, April 24th.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUNISH JUDGE).

NATURAL AFFECTION.
An interesting point arose in the hearing of the action Chan Tun Po v. Yu Wui Cheung, Yu Ngai Cheung and Yu Chun Cheung, the suggestion being that the natural affection of the sons for the father was not sufficient consideration for guaranteeing repayment of the deceased father's debts. The plaintiff, whose case was conducted by Mr. E. J. Grist sued for \$336.32, principal and interest due in respect of money lent by him to the Kwong Cheung Hing Loo Koo and Yu Pui Lai. Mr. Hursthouse, from the Crown Solicitors' office, appeared for the first defendant.

Mr. Grist explained that the money was actually lent to the father of the three defendants. The amount lent was \$1,000 and the repayment of this was guaranteed by the three sons.

Plaintiff gave evidence of lending the money, \$220 had been paid on account of principal, and interest had also been paid. Five or six days ago he asked Yu Wui Cheung to pay, and he asked for time to find the money.

Mr. Hursthouse suggested that the guarantee was not signed in February 1904 when the money was lent but in August 1906 after the father had died.

Plaintiff denied this. Mr. Hursthouse: You allege that all signed at the time the money was lent?—Yes.

I put it to you that the three sons really signed in August 1906?—No.

Do you know that, when the father died, the estate was realised and split up between the creditors?—No.

Are you sure?—Yes.

Did you sign the deed of composition?—I do not know exactly. If you show the deed to me I will be able to tell you.

His Honour:—Do you remember or do you not?—Yes, I did.

Mr. Hursthouse, having put in the deed of assignment, asked—Now do you say you do not know the estate was divided up?—I was told to sign it by Yu Ngai Cheung who brought me \$220 and said the balance would be paid in instalments.

Did you sign without reading it?—I did not look at it.

Mr. Hursthouse pointed out that in the deed it stated "We brothers are willing to make notes of indebtedness." He said the three signatures were put on at that time and had not already been made.

The first defendant was called and said that they signed the document as they thought they were liable for their father's debts.

Mr. Hursthouse argued that there was no consideration for giving such a guarantee as the boys had done. They had made themselves liable for some \$5900 worth of debts without getting a cent for it.

Mr. Grist having replied, His Honour said there was not so much natural affection between the Chinese and their parents. The defendants did guarantee this payment, for which there were many considerations. The money would not have been lent without consideration. Judgment for plaintiff with costs against all three.

CURIOUS MARRIAGE CASE.

PRIVILEGED BIGAMY.

A case possessing some unusual features came before Mr. Hazland at the Magistracy yesterday, when Wong Yau, who is the manager of the Wong Sam hai shop in Kowloon, appeared in answer to a charge of having on the 26th January, 1906, made a false declaration to the Registrar General in describing himself as a bachelor. The offence consisted in Wong declaring himself as a single man when he was married. Some time ago he had wedded a woman with all the Chinese ceremonial and recently he met another maiden whom he fancied for a wife. He went through the marriage ceremony according to the English law with her, but when wife number two was taken to his household, and found that there was another woman who disputed the place to which she was entitled, there was trouble. She lodged a complaint, with the result that Wong had to appear before the Magistrate who adjourned the case and fixed bail at \$250. At first sight it would appear that Wong had committed bigamy, but apparently the second marriage is the only one that is recognised by the British authorities.

THE TOKYO MARINE INSURANCE COMPANY LIMITED.

The Mitsui Bussan Kaisha, agents, have favoured us with a digest of the report of this Company, as presented to the forty-seventh ordinary general meeting of shareholders. The company transacts marine insurance business only.

In every item we have deleted decimals. Profit and loss account, 1905, and former years. The balance in hand on this account at the beginning of the year was Yen 3,650,932; during the year the total disbursements have amounted to Yen 380,530. The Directors recommend the payment of a dividend of three yen per share or 24 per cent. out of this account, which will absorb Yen 180,000 and that the balance of Yen 3,090,158 be carried forward.

Working account, 1906. The net premium for the year amount to Yen 1,632,455 against which net claims and losses have been settled aggregating Yen 315,159; the expenses amount to Yen 195,430. There therefore remains a balance of Yen 1,121,865 to which has to be added interest, &c. of Yen 389,568.

Surplus. The funds in hand in excess of Capital stand at Yen 4,821,620.

INSURANCES

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & Co.
Hongkong, 13th August, 1906.

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-EN-CHATELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO.
Agents.
Hongkong, 21st April, 1897.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
TOTAL FUNDS AT 31st DECEMBER, 1905 £17,337,119.

I. AUTHORIZED CAPITAL.....£3,000,000
SUBSCRIBED CAPITAL.....2,750,000
PAID-UP CAPITAL.....687,500 0 0
II. FIRE FUNDS.....3,386,720 19 8

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.,
Agents.
Hongkong, 11th July, 1906.

THE NETHERLANDS LLOYD OF AMSTERDAM & BATAVIA.
(FIRE AND MARINE INSURANCE COMPANY.)

THE Undersigned AGENTS for the above Company are prepared to ACCEPT RISKS at current rates.

LUTGENS, EINSMANN & Co.,
Agents.
Hongkong, 1st January, 1907.

TO LET

TO LET.

OFFICES in King's Building and YORK BUILDING.
A HOUSE in WONG NEI CHONG ROAD.
GODOWNS in PRAYA EAST.
A HOUSE in CLIFTON GARDENS, Conduit Road.
FLATS in MORETON TERRACE.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st April, 1907.

TO LET.

NO. 6, LYBEMOON VILLAS, Kowloon.
Possession from 1st March next. Five Rooms and Tennis Court. Rent \$125 per month including taxes.

Apply to—
"LYBEMOON"
Care of "Daily Press" Office.
Hongkong, 21st January, 1907.

TO LET.

IMMEDIATE POSSESSION.

NO. 2, HOLLYWOOD ROAD, and No. 51, POTTINGER STREET.

Apply to—
ARRATON V. APCAR & Co.,
45, Wyndham Street.

Hongkong, 2nd March, 1907.

TO LET.

"DUNHEVED" 33, Robinson Road, or FOR SALE.

No. 27 and 31, SEYMOUR ROAD.
4 New Houses in KENNEDY ROAD, near Wan Chai.

No. 90 & 91 GODOWN PRAYA EAST.

Apply to—
SAM WANG CO. LTD.,
81, Queen's Road Central.

Hongkong, 13th November, 1906.

TO LET.

2ND FLOOR No. 12, QUEEN'S ROAD CENTRAL.

GREENCROFT, GARDEN ROAD, Kowloon, Radiocated, Electric Light, Tennis Court.

FAIRVIEW, ROBINSON ROAD, Kowloon, from March 1st.

Apply to—
LEIGH & ORANGE,
1, Des Vaux Road.

Hongkong, 19th February, 1907.

TO LET.

NO. 8 GRANVILLE AVENUE, Kowloon.

Apply to—
HUMPHREYS ESTATE & FINANCE CO., LD.,

Hongkong, 21st March, 1907.

BARKER ROAD, THE PEAK.
To Be Let FURNISHED FOR EIGHTEEN MONTHS.

Apply to—
A SEVEN-ROOMED HOUSE with Garden and Good Servants quarters.

Apply to—
"A. L."
Care of "Daily Press" Office.

Hongkong, 19th April, 1907.

TO LET.

POSSESSION FROM 1ST APRIL NEXT.

2 Semi-attached HOUSES, Nos. 13b and 13c, MACDONNELL ROAD, Each with 7 Rooms, Bath, Rooms, Kitchen, Servants' Quarter and Grass Tennis Court.

Apply to—
CHUNG CHINAM,
Yan On Marine & Fire Insurance Co., Ltd.

Hongkong, 1st March, 1907.

TO LET ON LEASE.

FROM 1ST JANUARY, 1907.

NOS. 6, 8, 10, 12 and 14, HOLLYWOOD ROAD.

No. 1, 2, 3, 4, and 5 SUN WAI LANE.

Apply to—
ARRATON V. APCAR & Co.,
45, Wyndham Street.

Hongkong, 24th October, 1906.

TO LET

TO LET.

2 FOUR-ROOMED HOUSES at Praya East, near East Point.

Apply to—
JARDINE, MATHESON & CO.
Hongkong, 3rd January, 1907.

TO LET.

A HOUSE in KNOTSFORD TERRACE, KOWLOON.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st April, 1907.

TO LET.

OFFICES in ALEXANDRA BUILDINGS.

Apply to—
SECRETARY,
A. S. Watson & Co., Limited.

Hongkong, 23rd April, 1907.

TO LET.

NO. 5, "ORMSBY TERRACE," Granville Road, Low Rent.

Apply to—
SPANISH PROCUROTOR.

Hongkong, 23rd April, 1907.

TO LET.

NO. 2, MACDONNELL ROAD.

Apply to—
COMPTON'S DEPARTMENT.

Nippon Yusen Kaisha.

Hongkong, 3rd June, 1906.

TO LET.

2ND FLOOR of No. 6, ICE HOUSE STREET.

Centrally situated and within easy reach of the principal Banks and business houses. Apply on the premises to—

TATA & CO.

Hongkong, 24th December, 1906.

TO LET.

NO. 4, OBSERVATORY VILLAS, Kowloon.

Five Rooms; Electric Light; Tennis Court etc.

Apply to—
ARRATON V. APCAR & Co.,
45, Wyndham Street.

Hongkong, 1st April, 1907.

TO LET—FURNISHED.

"LEWKNOR," No. 116, PEAK, the Property of Mr. W. M. STADE, from this date to end September.

Apply to—
GILMAN & CO.

Hongkong, 10th April, 1907.

TO LET.

"GLENWOOD" CAINE ROAD, suitable for a Boarding house or Club. Containing 25 Rooms. This property would be divided into two or more houses to suit tenants.

"BANGOUR" PEAK.

"CLOVELLY," Peak Road (Partially FURNISHED).

"LARGE FURNISHED ROOM with Bathroom and Dressing Room, Kitchen, &c. Close to Barker Road, Tram Station. Suitable for one or two bachelors.

BUNGALOW (FURNISHED) at New Territory, Kowloon, 4 Rooms, Low Rental.

BEACONSFIELD ARCADE, Fine Shops Office and Dwelling Rooms.

No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Caldwell MacGregor).

BELLIOS TERRACE HOUSES, ROBINSON ROAD.

No. 3, ALBANY.

WESTBOURNE VILLA NORTH, Henham Road.

Apply to—
Linstead & Davis,
3rd Floor, Alexander Building.

Hongkong, 22nd March, 1907.

TO LET.

ONE OFFICE-ROOM on Second Floor PEACOCK'S BUILDINGS.

Apply to—
REUTER, BROCKELMANN & Co.,
Hankow, 23rd April, 1907.

Hongkong, 23rd April, 1907.

TO LET.

NO. 1, WEST END TERRACE, Shamoon, Canton.

Apply to—
HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st April, 1907.

TO LET.

"SUMMER HOUSE" Mount Kellett, the PEAK, Partially FURNISHED.

Possession from 1st April, 1907. Low Rent.

Apply to—
PERCY SMITH & SETH,
5, Queen's Road Central.

Hongkong, 8th March, 1907.

TO LET.

NO. 23, LEIGHTON HILL ROAD. Immediate Possession.

Apply to—
THE COMPTON,
Nippon Yusen Kaisha.

Hongkong, 4th February, 1907.

TO LET.

IMMEDIATE POSSESSION.

WELLBURN, No. 31 the PEAK.

Apply to—
JAVA-CHINA-JAPAN LIJN,
York Buildings.

Hongkong, 22nd January, 1907.

TO LET.

FROM 1st MARCH, 1907.

NO. 3, CARNAYON VILLAS, and No. 6, LOCHIEL TERRACE, Kowloon.

Apply to—
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No. 15, Connaught Road West.

Hongkong, 1st February, 1907.

TO LET.

NO. 21, CONNAUGHT ROAD CENTRAL, suitable for Offices and Godown.

Apply on the Premises.

Hongkong, 20th March, 1907.

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, July to December 1906. With Index. Price \$7.50.

On sale at the "HONGKONG DAILY PRESS" Office.

Hongkong, 27th February 1907

CHINESE RAILWAY MANAGEMENT.

Nothing has been more conspicuous in the regenerated China than the mismanagement of its railways. We are continually hearing of opposition to the introduction of foreign capital to the various enterprises that are to make of China a new nation, and that are to show to the world what a regenerated China can do. But always some hitch occurs which takes the gilt off the gingerbread. The classic example of a mighty work accomplished when apparently insurmountable obstacles stood in the way is the cleansing of the Angkor statues, but it will undoubtedly give place to the building of the Hankow and Canton Railway.

It is highly probable that the iron of which its rails are to be made is at present only in a state of deposition, and that not until succeeding years have rolled by and it is mined by a posterity as differentiated from us as we are from our pre-anthropoid ancestors, will it become a part of the railway system of this vast Empire. Exactly why the enterprise is thus delayed no man can tell, least of all the wrangling mountebanks at Canton, and their brethren in Hongkong, and it is much to be doubted whether any of these have the faintest notion about what is all the pother.

The present body of directors was appointed specially to meet the wishes of a former set of mountebanks, and it has gathered round it a party which worships it as an ignorant negro worships his master's wife. Opposed to this is one in Hongkong which insists on the funds being safely invested in Hongkong pending the settlement of many difficulties and causes of friction.

Still another section wants the funds to be invested, in part at any rate, in the Canton and Kowloon railway. Finally there are a number of sections which do not know what they want, except that they want their own nominees on the directorate, as they seem to have some reason to distrust those who are already in that body. With all these rival factions clamouring each for its own way there is little wonder that the late Viceroy of Canton, no less than his successor, finds his work cut out for him in attempting to adjust all the little difficulties of the situation.

The latest phase of the matter seems to be a move in the direction of getting a complete outsider to act as dictator, and the name of Tang Shaoyi has been mentioned as having been invited to cleanse the Angkor statue. The suggestion of a dictator has arisen from the fact that the directors have been holding private meetings for the appointment of a president and a vice-president of the railway, ignoring altogether the wishes of the shareholders in the matter. The shareholders hearing of this, meeting the officers and afterwards holding a meeting of their own to attempt the settlement of things. If Tang Shaoyi could be induced and permitted to take over things he would be an admirable man for the post, not the least of his many qualifications being the fact that he is himself a Cantonese, and should have some knowledge of the vagaries of the Cantonese character and ought to be able to pour oil on the troubled waters. Moreover, as Director-General of the Shanghai-Nanking Railway he has had experience of co-operation with the present Viceroy of Canton in the furtherance of this important project.

One thing is clear, and that is that whilst all this squabbling, so edifying to all, is going on time and money are being wasted, and the actual building of the line gets no further. The only persons whom this state of affairs will suit are the Japanese and Norwegian engineers who have been engaged for the work, and who are presumably enjoying an unusual lull.

The native papers were talking the other day about the awful example of the Shanghai-Nanking Railway. It may be an awful example, but it is at any rate being built, and that is more than can be said of the Canton and Hankow line. The pity of all this is that the railway might have been all but completed now if the original arrangements had been kept to, and the original concessionaires or their immediate successors had been allowed to go on with the work. But that was not to be. The mad motto of "China for the Chinese," whatever it may mean, lead the responsible officials to put difficulties in the way, and whilst the northern arm of the great trunk has been built and put into regular running the southern arm is practically untouched, its funds lying idle, it not indeed disappearing, and its completion as far away as the moon.

The opening up of China by means of railways is one of many of China's treaty stipulations still lacking bona fide fulfilment, and the real patriots in China—not the hysterical foreign-aided youths with ill-regulated minds and an ill-digested agglomeration of foreign "ologies" in their pates abrogating to themselves the title of "civilised"—are painfully conscious that both this unseemly squabbling and the foreign barbarians and this failure to fulfil treaty obligations expose China to animadversions on her good faith.

The only hopeful sign is that the Viceroy evidently knows his own mind, and is doing all he can to put matters on a sure and solid foundation, and it is to be hoped that his efforts will not be thwarted by the irreconcilable animosities of hostile factions.—*Mercury*.

THE LODGER'S LAWYER.

Considerable amusement was caused in the Shoreditch County-court during a late recent brought by a landlord against a late tenant. The defendant protested that he did not owe the money and raised a legal point.

Judge Smyly: There is nothing in that, you will have to pay if that is your only defence.

The Defendant (heavily): Will I? Then I'll just show you something you don't know. (Laughter) I've had this by me for a good many years and it has been a good old friend that has never failed me. He produced a well-thumbed book which, he said, was "The Lodger's Lawyer," and, thrusting it out to the judge with a gesture of impatience, remarked: "Now what do you say?" (Roars of laughter.)

Judge Smyly (after carefully perusing it): Unfortunately for you this weighty law book does not assist you in this case.

The Defendant (extremely): What! Why, it says I haven't to pay—exposes the defendant.

Judge Smyly: Under certain circumstances, we all have to pay rent and you will have to here.

The Defendant: I've stood by that book for years, so which am I to believe?

Judge Smyly: Although sorry to disappoint you, I advise you to believe me on this occasion. (Laughter) Pay be a month.

The defendant, who was highly excited, then left the court bawling and uttering: "It is doubtful."

How to be beautiful—Keep your complexion, Mrs. Elton's Crème Chantant, Lait Chantant and Special Skin Tonic and Powder Chantant will enable you to do it. Her Specialities for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents.

Hongkong, 1st April, 1907.

"SPECIAL WIRELESS TELEGRAMS."

"Furnished exclusively to the Saturday Evening Review by the Amalgamated Wireless Press Association," says the new Shanghai paper from which we clip them:—

THE MIKADO IS WROTH.
Tokyo April 20th.—The Emperor of Japan is very angry at Marquis Ito because he has failed to obey the orders sent him to return Korea to the Koreans, and send all Japanese troops to their homes. It is believed here that the emperor will send the crown prince to Korea to slap Marquis Ito on the wrist for his wilful disobedience of orders.

ITO EXPLAINS.
Seoul, April 20.—Marquis Ito has sent a long personal telegram to the Mikado explaining why he has not yet returned Korea to the Koreans. He says that the Koreans have objected to such a course and he does not want to injure their feelings. When he issued orders for the troops to return to Japan he found that all of them were engaged in commercial pursuits and would not go.

KOREANS FEAR JAPS WILL GO.
Seoul, April 20.—In an interview given exclusively to the Amalgamated Wireless Press Association's correspondent, the Emperor of Korea says he regrets very much the decision of the Japanese government to get out of Korea. He says he told Marquis Ito that he loved him as a brother, and explained that if the Koreans were forced to take charge of their own government, again he (the emperor) would mourn, and mass meetings are being held all over the kingdom protesting against the Japanese quitting the country. It is generally believed that if they insist upon returning the country to the Koreans there will be serious rioting.

ROOSEVELT AND HARRIMAN PACIFIED.
Washington, April 20.—President Roosevelt and Edwin H. Harriman have agreed to bury the hatchet and call off the war. In an official statement Mr. Roosevelt says that he did not say "Harriman is a liar" but "Harriman was a liar." Harriman has accepted the apology as a fibbrand. The three regiments of infantry and five batteries of artillery which had been ordered to proceed against Wall Street have been recalled. Roosevelt and Harriman dined together last night and later attended the theatre, where they led the audience in singing the chorus of the latest topical song "Peace, Peace, There Ain't Nothing Like Peace."

HEAVY EXPLOSIONS EXPLAINED.
Tomb, April 19th.—During the last week the air in this vicinity has been filled with cracking explosions. Scientists have been greatly puzzled regarding the cause of the phenomena. To-day Prof. Findenostsky discovered that the explosions were due to the thawing out of commands given by officers of a regiment of Siberian troops stationed here. The words became frozen last December, and the spell of mild weather now being experienced has thawed them out.

HONDURAS WILL OPPOSE PEACE.
London, April 19th.—Much alarm has been felt in cabinet circles over the receipt of a telegram from the government of Honduras positively declining to participate in the Hague conference if Great Britain insists upon making disarmament one of the principal subjects for discussion. It is believed that Sir Henry Campbell-Bannerman will withdraw from the position he has taken in regard to disarmament.

THE SUCCESSFUL AIRSHIP.
New York, April 20.—autos Dumont arrived here at 8.25 this morning in his airship the "Flyer" after a six hours' trip from Paris. He said for London at noon and will attend the theatre in that city to-night. He was accompanied by fifteen personal friends. The new airship service between London and Shanghai will be started within six months. The promoters of the company decline to accept a government subsidy.

LEGS AND THE MAN.

Tailors of New York have decided that it would be impossible to revert to knee-breeches. It is all the fault of the average City man. His legs have so deteriorated in grace and strength, he is commonly so spindly-shanked and knock-kneed, that it is really a very fortunate thing for him that modern dress conceals these unfortunate members. What is true of New York is doubtless true of the London City man, of how many could it be said, as the great admirer said of Sir Wilfrid P. de Grey, "He has a leg?"

Of very few. Much exercise on golf links, it is true, has given to many a man a leg sufficiently well-developed to carry knickerbockers without exciting the envious wit of the small boy; but even in such cases it is seldom the sort of leg that would look well in silken hose and buckled shoes. Apart from the sedentary life that the City man is compelled to lead, his physique has suffered because department is no longer one of the graces in which a gentleman is schooled. Digitised carriage has gone out with ruffles and rapiers. Round shoulders and knock-knees do well enough for the sailor; they would have been impossible for the minut.—*Daily Graphic*.

WANTED.

A COMPTON RE, having business connections throughout the South of China and able to provide substantial security consisting of landed property in Hongkong to the extent of 10 per cent. of the annual turn of. Good remuneration to a suitable man. Best Class references from a Foreign Bank required. Apply by letter only in the first instance to—
DENNIS & BOWLEY.

Hongkong, 5th April, 1907.

REGULAR.

HONGKONG-CANTON LINE OF STEAMERS.

OF THE COMPAGNIE FRANÇAISE DES LIGNES ET DE L'EXTREME ORIENT.
S.S. "PAUL BEAU," 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

THE SPEEDIEST, MOST LUXURIOUSLY APPOINTED AND PUNCTUAL STEAMERS ON THE LINE.

Departure from Hongkong at 9.30 P.M. (Sundays Excepted).

Departure from Canton at 5.15 P.M. (Sundays Excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

THE COMPANY'S WHARF is at the end of WING LOK STREET (train station).

For further particulars, please apply to—
E. PASQUET & Co., Canton Agents.
BARRETT & Co., Agents.

Hongkong, 1st April, 1907.



When you buy ordinary oats you are paying for husk and indigestible woody fibre.

Plasmon Oats

contain neither; and thus go twice as far.

Delicious porridge in 4 minutes.

Also PLASMON COCOA.

THE FOOD COCOA.

Sample for stamp.

PLASMON Ltd., Farringdon Street, London.

SHIPPING.

ARRIVALS.

ARRIVALS.
BAYERN, German str., 3,128, H. Forman, 24th April—Singapore 20th April, Mails and General—Melbourn & Co.
CHILDAU, Norwegian str., 1,192, A. Augensen, 24th April—Bangkok, 16th April, General—Nippon Yusen Kaisha.
CHUYEN, Chinese str., 1,177, C. Stewart, 24th April—Shanghai 21st April, General—Chinese.
GERMANIA, German str., 1,009, H. Flugel, 24th April—Sydney 4th April, Copra—Siemssen & Co.
HAITAN, British str., 1,183, J. S. Beach, 24th April—Coast Ports 23rd April, General—Douglas, Lapin & Co.
HOLLAND, British str., 506, B. Jones, 24th April—Shanghai, Amoy and Swatow 19th, 22nd and 23rd April—Butterfield & Swire.
HONGKONG, French str., 742, Coriel, 24th April—Haitan 23rd April, General—A. R. Marly.
MARU MARU, Japanese str., 702, J. Sakurai, 24th April—Tamsui 21st April, General—Osaka Steam Navigation Co.
NORDEMAN, British str., 1,08, A. S. Gibb, 24th April—Kobe 18th April.
NUMERIA, German str., 1,386, Feldmann, 24th April—Portland 15th March, General—Pacific Mail S.S. Co.
POKAT, German str., 1,018, H. Dewes, 24th April—Bangkok 16th April, Rico—Order.
PRINCEALP, German str., 1,773, Wolf, 24th April—Bangkok 16th April, Rico and Timber—Melbourn & Co.
SINGAN, British str., 1,046, Jameson, 24th April—Shanghai and Ningbo 21st April, General—Butterfield & Swire.
TAIKOSAN MARU, Japanese str., 1,096, N. Nakatsu, 23rd April—Moji 18th April, Coal—Mitsui Bussan Kaisha.
TONGUS, Norwegian str., 1,331, C. L. Halvorsen, 24th April—Mauran 15th April, Coal—Hamburg-Amerika Linie.

CLEARANCES.

24th April.
Frederik, Norwegian str., for Bangkok, *Glafingland*, British str., for Amoy, *Konfuching*, German str., for Swatow, *Lemay*, British str., for Shanghai, *Maria Rickmers*, German str., for Saigon, *Michael Jochen*, German str., for Hainan, *Phylax*, German str., for Swatow, *Suez*, German str., for Saigon, *Shanghai*, British str., for Shanghai, *Singap*, British str., for Canton, *Wongkai*, German str., for Bangkok, *Yunnan*, British str., for Chioan.

DEPARTURES.

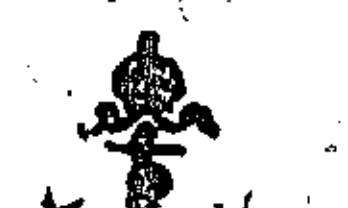
24th April.
AGAMENON, British str., for Singapore, Japan, British str., for London, *KURICHOW*, British str., for Tientsin, *MARACCA*, British str., for Shanghai, *M. WILLIAMS*, German str., for Hainan, *P. R. LUTROUD*, German str., for Singapore, *Suez*, Russian str., for Hainan, *TINGHANG*, British str., for Shanghai.

VESSELS IN DOCK.

24th April.
ABERDEEN DOCKS.—*Kowloon Docks*.—*Saragosa*, Z. Y. de *Aideca*, *Tjiliani*, *Knapress* of India, *T. Sontun*, *Huyphong*, *Hanoi*, *Amiral*, *Remouant*, *Renouant*, *CORMORANT* DOCKS.

VESSELS ON THE BERTH FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
"LIGHTNING"
 Captain E. Fy. will be despatched for the above Ports TO-DAY, the 25th inst., at 3 P.M. instead of as previously advertised. For Freight or Passage, apply to **DAVID SASSOON & Co., Ltd.**, Agents. Hongkong, 17th April, 1907. 777



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR ROME AND TRIESTE (DIRECT).
 Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID.
 (Taking Cargo at through rates to the BRAZIL, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship
"PERSIA"
 Captain Behr, will be despatched as above TO-MORROW, the 26th inst., P.M.
 This steamer has special accommodation for passengers, electric light and carries a doctor. For information as to Passage and Freight, apply to **SANDER, WIELER & Co., Agents**, Prince's Buildings. Hongkong, 24th April, 1907. 3

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship
"TOURANE"
 Captain Lancelotti, will be despatched for the above Ports on or about MONDAY, the 29th inst.
 For Freight or Passage, apply to **G. DE CHAMPEAUX, Agent**. Hongkong, 24th April, 1907. 2

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong, CALLAO and IQUIQUE via JAPAN PORTS. will be sent to Valparaiso if sufficient inducement.

Steamers
 Tons To Sail.
"KASATOMARU" 6,100 ... Middle of May.
"GLENFARG" 4,000 ... Middle of July.
 Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.
 The above Steamers have splendid Accommodation and are fitted throughout with Electric Light. A duly qualified Surgeon is carried on each boat.

K. MATSUDA, Manager, York Building. Hongkong, 15th April, 1907. 10

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "l.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. via USUAL PORTS OF CALL	ARCADIA	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	On 4th May, at Noon.
MARSEILLES, HAVRE, COPENHAGEN, &c.	VILLE DE LA CROIX	Fren. str.	—	Combe	MESSAGERIES MARITIMES	On 30th inst., at 1 P.M.
MARSEILLES, HAVRE, ANTWERP & HAMBURG	DOROTHY	Dan. str.	k. w.	Eckhorn	MELCHERS & Co.	About 12th May.
SEWEN, via PORTS OF CALL	SENEGAMBIA	Ger. str.	—	E. Malchow	HAMBURG-AMERIKA LINIE	On 20th May.
HAVRE & HAMBURG	P. E. FRIEDRICH	Ger. str.	—	Hidebrandt	MELCHERS & Co.	On 8th May, at Noon.
HAVRE, BREMEN & HAMBURG via STRAITS, &c.	BRISGAVIA	Ger. str.	k. w.	Ostentbratt	HAMBURG-AMERIKA LINIE	On 27th inst.
TRIESTE, &c. via SINGAPORE, &c.	SEGOVIA	Ger. str.	k. w.	Schnefeldt	HAMBURG-AMERIKA LINIE	On 17th May.
NAPLES, LISBON, FLYMOUTH, HAVRE & HAMBURG	PERVIA	Aus. str.	—	v. Hoff	SANDER, WIELER & Co.	On 14th June.
NAPLES, PLYMOUTH, HAVRE & HAMBURG	RHENANIA	Ger. str.	k. w.	Jager	HAMBURG-AMERIKA LINIE	To-morrow, P.M.
NEW YORK	HOBENSTAUFE	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	On 3rd May.
SAN FRANCISCO	MONTEBLO	Am. str.	—	—	HAMBURG-AMERIKA LINIE	On 28th May.
VANCOUVER via SHANGHAI JAPAN, &c.	APPALACHEE	Brit. str.	—	—	DODWELL & Co., Ltd.	On 16th May.
VICTORIA (P.C.) & TACOMA via JAPAN, &c.	ATHENIAN	Brit. str.	1 m.	Cooper	SHAWAN, TOMES & Co.	About 30th inst.
CALLAO, IQUIQUE, via JAPAN PORTS, &c.	EMPEROR OF INDIA	Am. str.	2 m.	E. Beetham	CANADIAN PACIFIC R. Co.	On 1st May, at Noon.
SALINA CRUZ, MEXICO, via MOJI, JAPAN	SHAWAN	Am. str.	—	E. V. Roberts	CANADIAN PACIFIC R. Co.	On 9th May, at 4 P.M.
AUSTRALIAN PORTS via TIMOR	KWAIYANG	Ger. str.	—	—	DODWELL & Co., Ltd.	On 8th May.
AUSTRALIAN PORTS via MANILA	POWATAN	Brit. str.	—	W. F. Turner	TOYO KISEN KAISHA	Middle of May.
YOKOHAMA & KOBE	SCISSOR	Brit. str.	—	—	ENG HOK FONG & Co.	On 2nd May.
TSINGTAO, NAGASAKI & VLADIVOSTOK	MANILA	Ger. str.	—	—	CHINA COMMERCIAL S.S. Co.	On 4th May, at 5 P.M.
CHEFOO & NEWCHWANG	EMPIRE	Brit. str.	—	P. T. Hume	MELCHERS & Co.	To-day, at 6 P.M.
CHINGKIANG	CHINGTU	Brit. str.	1 m.	W. B. Brown	GIBB, LIVINGSTON & Co.	On 27th inst., at Noon.
SHANGHAI	PRINZ WALDEMAR	Ger. str.	—	von Senden	BUTTERFIELD & SWIRE	On 2nd May, at 4 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	KOWLOON	Ger. str.	—	—	MELCHERS & Co.	About 3rd May.
SHANGHAI via SWATOW, AMOY & POOCHOW	TUNNAN	Brit. str.	1 m.	W. O. Jones	HAMBURG-AMERIKA LINIE	On 10th May.
SHANGHAI, NAGASAKI, MOJI, KOBE & YOKOHAMA	CHIMKIANG	Brit. str.	1 m.	Dowson	BUTTERFIELD & SWIRE	To-day, at Noon.
SHANGHAI, KOBE & YOKOHAMA	CHONGYANG	Brit. str.	—	Robertson	BUTTERFIELD & SWIRE	On 7th May, at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	BOYEN	Ger. str.	—	A. E. Sandbach	JARDINE, MATHESON & Co.	To-day, at Noon.
SHANGHAI, KOBE & YOKOHAMA	HOIHOW	Brit. str.	1 m.	W. P. Brymer	MELCHERS & Co.	To-day, at 3 P.M.
SHANGHAI, KOBE & YOKOHAMA	SUCHU MARU	Jap. str.	—	M. Nemoto	BUTTERFIELD & SWIRE	To-morrow, Daylight.
SHANGHAI, KOBE & YOKOHAMA	NORE	Brit. str.	—	G. Phillips	U.S.A. S. N. Co.	To-morrow, at 9 A.M.
SHANGHAI, KOBE & YOKOHAMA	YATSHING	Brit. str.	—	M. Courtney	P. & O. S. N. Co.	About 27th inst.
SHANGHAI, KOBE & YOKOHAMA	TOUWANG	Fren. str.	—	Lancelotti	JARDINE, MATHESON & Co.	On 27th inst., at 4 P.M.
SHANGHAI, CHINGWANGTAO, YOKOHAMA & KOBE	YINGCHOW	Brit. str.	1 m.	Frazier	MESSAGERIES MARITIMES	About 29th inst.
SHANGHAI, SWATOW & AMOY	HOBENSTAUFE	Ger. str.	k. w.	Jager	BUTTERFIELD & SWIRE	On 2nd May.
SHANGHAI, SWATOW & AMOY	SEGOVIA	Ger. str.	k. w.	Schnefeldt	HAMBURG-AMERIKA LINIE	On 2nd May.
SHANGHAI, SWATOW & AMOY	DEVASIA	Brit. str.	—	J. D. Andrews	P. & O. S. N. Co.	About 3rd May.
SHANGHAI, SWATOW & AMOY	KUANGSI	Brit. str.	1 m.	Wattell	BUTTERFIELD & SWIRE	On 4th May, at 4 P.M.
SHANGHAI, SWATOW & AMOY	SIAM	Dan. str.	—	—	HAMBURG-AMERIKA LINIE	About 5th May.
SHANGHAI, SWATOW & AMOY	MASAN MARU	Jap. str.	—	—	U.S.A. S. N. Co.	On 28th inst., at 9 A.M.
SHANGHAI, SWATOW & AMOY	HAITAN	Brit. str.	—	J. W. Evans	BUTTERFIELD & SWIRE	To-morrow, at 10 A.M.
SHANGHAI, SWATOW & AMOY	SHANG	Brit. str.	1 m.	—	JARDINE, MATHESON & Co.	On 27th inst., at 4 P.M.
SHANGHAI, SWATOW & AMOY	LOONGSANG	Brit. str.	—	Fraser	SHAWAN, TOMES & Co.	On 27th inst., at Noon.
SHANGHAI, SWATOW & AMOY	DAIRO	Brit. str.	—	R. Almond	SHAWAN, TOMES & Co.	On 4th May, at Noon.
SHANGHAI, SWATOW & AMOY	REHMANIA	Brit. str.	—	G. H. Pendergast	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI, SWATOW & AMOY	SUNGLANG	Ger. str.	1 m.	F. Sembill	MELCHERS & Co.	On 1st May, at 9 A.M.
SHANGHAI, SWATOW & AMOY	BOREO	Ger. str.	—	E. Foy	BUTTERFIELD & SWIRE	To-morrow, at 10 A.M.
SHANGHAI, SWATOW & AMOY	CHILKI	Brit. str.	1 m.	P. M. B. Lake	JARDINE, MATHESON & Co.	To-day, at 3 P.M.
SHANGHAI, SWATOW & AMOY	LIGHTNING	Brit. str.	—	Jurriance	JAVA-CHINA-JAPAN LINES	On 27th inst., at 3 P.M.
SHANGHAI, SWATOW & AMOY	LAISANG	Brit. str.	—	—	—	On 27th inst.
SHANGHAI, SWATOW & AMOY	TJILWONG	Dut. str.	—	—	—	On 27th inst.

EAST ASIATIC CO., LTD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI. RUSSIAN EAST ASIATIC CO., LTD. ST. PETERSBURG & VLADIVOSTOK.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
MARSEILLES, HAVRE, COPENHAGEN & ST. PETERSBURG	"DOROTHY"	About 12th May
SHANGHAI, CHINGWANGTAO, YOKOHAMA & KOBE	"SIAM"	About 5th May

For Further Particulars, apply to **MELCHERS & CO., AGENTS.** Hongkong, 30th March, 1907. 9

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	Fraser	Manila	On 27th April, Noon.
RUBI	2540	R. Almond	Manila	On 4th May, Noon.

For Freight or Passage apply to **SHEWAN, TOMES & CO., GENERAL MANAGERS.** Hongkong, 15th April, 1907. 15

HONGKONG-NEW YORK. AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.
 (WITH LIBERTY TO CALL AT THE MALABAR COAST).

For freight and further information apply to **SHEWAN TOMES & CO., GENERAL AGENTS.** Hongkong, 4th March, 1907. 16

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHOYSANG"	Thursday, 25th April, Noon.
MANILA	"LOONGSANG"	Friday, 26th April, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Saturday, 27th April, 3 P.M.
SHANGHAI	"YATSHING"	Saturday, 27th April, 4 P.M.

These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
 Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Port.

For Freight or Passage, apply to **JARDINE, MATHESON & CO., GENERAL MANAGERS.** Hongkong, 25th April, 1907. 18

HAMBURG-AMERIKA LINIE PASSENGER SERVICE.

By the new steamers, "RHENANIA," "HAMBURG" and "HOBENSTAUFE" These steamers offer to the public the highest comfort and speed in ocean travelling. They have very large cabins, provided WITH ONLY LOWER BERTHS. The cabins are amply and fitted with fans. Laundry on Board. Doctor and Stewardesses carried. These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at NAPLES in both directions.

OUTWARD.	HOMEWARD.
FOR SHANGHAI, KOBE, YOKOHAMA.	FOR THE STRAITS COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH HAVRE, & HAMBURG
HOBENSTAUFE ... 1st May	RHENANIA ... 3rd May
SILESIA ... 2nd June	HOBENSTAUFE ... 29th May
SCANDIA ... 2nd July	SILESIA ... 12th July
HAMBURG ... 1st August	SCANDIA ... 8th August
RHENANIA ... 1st September	HAMBURG ... 6th September
HOBENSTAUFE ... 1st October	

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD:
 HOBENSTAUFE ... FOR SHANGHAI, KOBE & YOKOHAMA ... 2nd May
 SEGOVIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 3rd May
 C. FERD. LAISANG ... FOR SHANGHAI, KOBE & YOKOHAMA ... 10th May
NEXT SAILINGS HOMEWARD:
 VIA STRAITS, COLOMBO AND ADEN.
 Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS. Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and Persian Gulf Ports.

COAST SERVICE.

KOWLOON ... FOR TSINGTAO, NAGASAKI & VLADIVOSTOK ... 16th May
 Freight and Passengers.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO. CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

CLEANERS	Tons.	Captain	Sailing Date
SHAWMUT	9,606	E. V. Roberts	On 8th May

Cargo only.
 CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to **DODWELL & CO., LIMITED, GENERAL AGENTS.** QUEEN'S BUILDINGS, Hongkong, 4th March, 1907. 7

VESSELS ON THE BERTH

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
 (Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EMPIRE"
 Captain Helms, will be despatched for the above Ports on SATURDAY, 27th April, at Noon.
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
 This Steamer is installed throughout with the Electric Light.
 A Stewardess and a duly qualified Surgeon are carried.
 N.B.—To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.
 For Freight or Passage, apply to **GIBB, LIVINGSTON & Co., Agents.** Hongkong, 7th March, 1907. 535

COMPAGNIE DES MESSAGERIES MARITIMES FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship

"VILLE DE LA CROIX"
 Captain Combe, will be despatched for MARSEILLES, on TUESDAY, the 30th April, at 1 P.M.
 This Steamer connects at Colombo with the Australian line s.s. "Armand Riché," bound for Marseilles via BOMBAY and Aden.
 Passage tickets and through Bills of Lading issued for above ports.
 Cargo also booked for principal places in Europe.
 Next sailings will be as follows:
 S.S. "SALAZAR" ... 14th May.
 S.S. "TOURANE" ... 28th May.
 S.S. "OCEANIAN" ... 11th June.
 S.S. "AUSTRALIEN" ... 25th June.
 S.S. "CALÉDONIEN" ... 9th July.
 S.S. "ERNEST SIMONS" ... 23rd July.
G. DE CHAMPEAUX, Agent. Hongkong, 17th April, 1907. 2

ENG HOK FONG S.S. CO.

THE Steamship
"POWATAN"
 Captain W. F. Turner, will be despatched for SALINA CRUZ, MEXICO, via MOJI, JAPAN, on THURSDAY, 2nd May, 1907.
 For Freight or Passage, apply to **ENG HOK FONG & CO., 27, Des Voeux Road Central.** Hongkong, 5th April, 1907. 719

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.
PLYMOUTH AND LONDON
 THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AMERICAN PORTS.

THE Steamship

"ARCADIA"
 Captain A. L. Valentini, carrying His Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 4th May, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "VICTORIA," 7,000 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.
 Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "PERVIA," due in London on 16th June, 1907.
 Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
 For further particulars, apply to **E. A. HEWETT, Superintendent.** Hongkong, 22nd April, 1907. 1

CHINA COMMERCIAL S.S. CO., LTD. NOTICE.

THE Steamship
"SUISANG"
 will be despatched for SALINA CRUZ, MEXICO, via MOJI, JAPAN, on SATURDAY, the 4th May, at 5 P.M.
 For Freight or Passage, apply to **CHINA COMMERCIAL S.S. Co., Ltd.** Hotel Muesion, Hongkong, 14th April, 1907. 755

REGULAR STEAMSHIP SERVICE (WITH LIBERTY TO CALL AT MALABAR COAST).

Proposed Sailing from Hongkong, FOR NEW YORK, 1907.
 S.S. "MONTROSE" ... 16th May.
 S.S. "SHIMOSA" ... 6th June.
 For Freight and further information, apply to **DODWELL & CO., LTD., Agents.** Hongkong, 23rd April, 1907. 737

ON SALE. A TABLE OF THE RATES OF EXCHANGE AT HONGKONG.

DEMAND DRAFTS ON BOMBAY On the Day Preceding

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, NAGASAKI, MOJI, KOBE and YOKO- HAMA	NORE	On or About 27th April	Freight and Passage.
SHANGHAI	DEVANHA	About 3rd May	Freight and Passage.
LONDON, &c., via USUAL PORTS	ARCADIA	Noon, 4th May	See Special of Call

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 24th April, 1907.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
CHEFOO	TUNNAN	On 25th April, Noon.
CERU and ILOILO	SUNGKIANG	On 26th April, 4 p.m.
SHANGHAI	BOHLOW	On 26th April, daylight.
HAIKONG	CHIHIL	On 26th April, 10 a.m.
SWATOW and SHANGHAI	SHANSI	On 27th April, 3 p.m.
CHINKIANG	CHINKIANG	On 1st May, 4 p.m.
SHANGHAI	YINGCHOW	On 2nd May, 4 p.m.
MANILA, ZAMBOANGA, PORT DAWIN, THURSDAY ISLAND, COOK TOWN, CAIKINS, TOWNVILLE, BRISBANE, SYDNEY and MELBOURNE	CHINGTU	On 2nd May, 4 p.m.
SHANGHAI	KIUKIANG	On 4th May, 4 p.m.
CHEFOO and NEWCHWANG	KIUKIANG	On 7th May, 4 p.m.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified surgeon is on board.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates or all New Zealand Ports and other

Reduction SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE.

AGENTS

Hongkong, 25th April, 1907.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

The ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDES 11 days across the Pacific is the "EMPRESS LINE." Saving 5 to 10 days' Ocean Travel.

11 DAYS YOKOHAMA TO VANCOUVER.

11 DAYS HONGKONG TO VANCOUVER.

R.M.S.	Proposed Sailings	Arrive Vancouver
"ATHENIAN"	3,892	25th May
"EMPRESS OF INDIA"	6,000	27th May
"MONTEAGLE"	6,163	15th June
"EMPRESS OF JAPAN"	6,000	24th June
"TARTAR"	4,425	13th July
"EMPRESS OF CHINA"	6,000	22nd July

"EMPRESS" Steamers will depart from HONGKONG at 4 p.m.

Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA and 23 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence 280; via New York 282.

Intermediate on Steamers

and 1st Class Railways

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry Intermediate passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers booked through to all points and ACROSS THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China,

Corner Pedder Street and Praya opposite Blake Pier.

NORDDEUTSCHER LLOYD. BREMEN. IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"BAYERN"	To-day Thursday, 25th April.
MANILA, NEW GUINEA, BRIS- BANE, SYDNEY & MELBOURNE	"MANILA"	Thursday, 25th April at 6 p.m.
KUDAT and SANDAKAN	"BORNEO"	Wednesday, 1st May at 9 a.m.
YOKOHAMA and KOBE	"PRINZ WALDEMAR"	About Friday, 3rd May.
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINZ EITEL FRIEDRICH"	Wednesday, 8th May, at Noon.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHER & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 25th April, 1907.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
SHANGHAI via SWATOW, ("SHOSHU MARU") AMOY and POOHOOW	Capt. M. Nemoto	FRIDAY, 26th April, at 9 a.m.
TAMUI via SWATOW and AMOY	"MASAN MARU" Capt. I. Sakurai	SUNDAY, 26th April, at 9 a.m.

* These Steamers have excellent accommodation, for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidsips. Unrivalled Table.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 23rd April, 1907.

T. ARIMA, Manager.

SABANG BAY COALING STATION, POELOE WEH, NORTH SUMATRA.

CABLE ADDRESS:—"HARCOAL," SABANG OR AMSTERDAM.
General Agent—G. A. WITT, London, E.C.
Coaling Agents—HALL BLYTH & Co., London, E.C.
Favourably situated at the entrance to the Straits of Malacca for all steamers from and to the Straits, China, Japan, India, Europe, United States, South Africa, etc.
BEST WELSH, JAPANESE, OMBILIN, AND BENGAL COAL.
No harbour dues, no pilotage charged and quick despatch given DAY and NIGHT.
FRESH WATER and ICE, SHIP'S STORES and Provisions at Moderate Prices.
FLOATING DOCK available for Steamers up to 3,000 tons' displacement and workshop fitted for any ordinary repairs.
For further particulars apply to the Agents at Hongkong.

Hongkong, 1st December, 1906.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"MALACCA"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

This vessel brings on Cargo—

From London, &c., ex s.s. "Mazagon."

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 29th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 22nd April, 1907.

"MOGUL" LINE OF STEAMERS.

S.S. "LENNOX"

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 11th May, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th inst., at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DOVWELL & Co., Ltd., Agents.

Hongkong, 23rd April, 1907.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE AND SHANGHAI.

THE Company's Steamship

"PERIA,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk, into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th inst. will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELER & Co., Agents.

Hongkong, 23rd April, 1907.

Cunliffe, Russell & Co.

10 & 12, Place de la Bourse,

SECURITIES issued by PARIS

European Govts and WHITE FOR

Municipalities offering FIDELITY

prospective income returns. FIDELITY

To be purchased for cash or on the

"Times" system of monthly payments.

CUNLIFFE, RUSSELL & Co. being the oldest-established firm of dealers in Premium Bonds in the world, offer advantages absolutely unobtainable elsewhere. Bonds guaranteed. Exceptional facilities for payment. Numbers checked after every Drawing. Results of Drawings in English. Holders of drawn Bonds advised at once. Prizes collected free of charge. Bonds purchased "at sight." Loans granted on Premium Bonds. Services continue until the Bonds are drawn. All transactions confidential.

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Profusely Illustrated, descriptive of the people, customs, &c., of the Far East.

The kindly Press criticisms, both Continental and American, that the production of this Magazine has evoked is eloquent testimony of its sterling merit of the publication.

Price

On Sale at "NORTH CHINA HERALD" OFFICE, Shanghai;

MESSRS. KELLY & WALSH, Hongkong;

and all leading Booksellers in the Far East.

NATAL LINE OF STEAMERS

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDIA, CHINA, JAPAN, and BENGAL COAL. The service is done by the fortnightly service from CALCUTTA. Sailings from CALCUTTA for CAPT. PORTS every fortnight. For Freight and further particulars, apply to

DOVWELL & Co., LIMITED.

General Agents for China and Japan

Hongkong, 4th August, 1893.

DAVID CORSAIR & SON'S.

MECHANIC NAVY

LONG BOILED

NAVY FLAX

RELIANCE CROWN

TARPAULING

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Sole Agents.

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NAGASAKI.

CODE WORD: "DOCK"

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NEW DOCK NOW OPEN.

DOCK NO. 3.

Extreme Length... 722 feet.

Length on Blocks... 714 "

Width of Entrance on Top... 964 "

Width of Entrance on Bottom... 884 "

Water on Blocks at Spring Tide... 344 "

DOCK NO. 1.

Extreme Length... 523 feet.

Length on Blocks... 513 "

Width of Entrance on Top... 72 "

Width of Entrance on Bottom... 77 "

Water on Blocks at Spring Tide... 91 "

DOCK NO. 2.

Extreme Length... 371 feet.

Length on Blocks... 361 "

Width of Entrance on Top... 66 "

Width of Entrance on Bottom... 53 "

Water on Blocks at Spring Tide... 22 "

PATENT SLIP.

Suitable for vessels up to 1,000

TONS.

THE WORKS are well equipped with

LATEST PLANTS and APPLI-

ANCES to undertake BUILDING or

REPAIRING SHIPS, ENGINES, and

ELECTRICAL WORK.

A LARGE STOCK of MATERIAL is

always kept on hand.

THE COMPANY has the powerful steamer

"OURA-MARU" (712 tons, 700 I.H.P.)

especially built for SALVAGE PURPOSES

equipped with necessary gear, always ready

Short Notice.

1175

IRON MERCHANTS.

E. HING & Co.

DEALERS in Iron, Steel, Metals, Hard-

ware, Muntz's Metal, Steel Boiler and

Ship Plates, Pig-Iron, Coke and General

Merchandise. No. 25, Wing Wo Street (Lane

from 171, Queen's Road to 163, Des Vaux

Road Central) Telephone No. 513.

Hongkong, 1st March, 1907.

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MARTIN'S

APIOL-STEEL

PILLS

For all ailments of the

Stomach and Bowels, Indigestion, Flat-

ulence, Headache, Neuralgia, Rheuma-

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the most powerful and reliable ever pre-

pared. They are sold in all the principal

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MARTIN, Chemist, SOUTHAMPTON, ENGLAND.

NOW ON SALE.

THE

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THE CHINA DIRECTORY

AND

THE HONGKONG DIRECTORY

AND HONG LIST FOR THE FAR EAST

FOR

1907.

THE FORTY-FIFTH ANNUAL ISSUE

The DIRECTORY covers the whole of the

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